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Listing of the Claims per 37 C.F.R. §1.121

1. (Formally Withdrawn & Presently Reinstated & Amended)

A method of warning the operator of a primary vehicle about the potential collision of a closing vehicle with the primary vehicle, the closing vehicle proceeding in the same direction as the primary vehicle, said method comprising:

~~(a) determining one or more parameters about the state of movement of the primary vehicle;~~

(a) determining the presence of a U-turn pursuit maneuver by monitoring the primary vehicle for a relatively sudden slowing of primary vehicle velocity from a first velocity to a second velocity followed by a subsequent velocity increase from the second velocity to a third velocity, wherein the third velocity is greater than or equal to the first velocity and the first velocity is greater than the second velocity;

(b) determining one or more parameters about the state of movement of the closing vehicle; and

(c) generating an alert to the operator of the primary vehicle when the ~~one or more parameters~~ presence of a U-turn pursuit maneuver of the primary vehicle and the one or more parameters of the closing vehicle are at a predetermined status.

2. (Currently Amended) A method of warning the operator of a primary vehicle about the potential collision of a closing vehicle with the primary vehicle, the closing vehicle proceeding in the same direction as the primary vehicle, said method comprising:

(a) determining the pattern of speed variations of the primary vehicle during a predetermined time interval;

(b) determining the state of the transmission of the primary vehicle during said predetermined time interval;

(c) determining one or more parameters about the state of the movement of the closing vehicle; and

(d) generating an alert to the operator of the primary vehicle when (1) the said pattern corresponds to a predetermined pattern indicative of a particular driving maneuver, (2) the said one or more parameters of the state of movement of the closing vehicle are at a predetermined status; ~~and/or~~ and (3) another condition exists, wherein the particular driving maneuver is selected from the group consisting of a speed variation pattern indicative of a U-turn maneuver and a vehicle transmission setting change maneuver.

3. (Original) The method as defined by claim 2 wherein said another condition is the manual activation of the alert function.

4. (Original) The method as defined by claim 2 wherein said another condition is the radar acquisition of a target vehicle within said predetermined time interval or the manual activation of the traffic alert function.

5. (Original) The method as defined by claim 2 wherein the parameter of the state of movement of the closing vehicle is dependent upon the speed of the closing vehicle.

6. (Original) The method as defined by claim 2 wherein the parameter of the state of the movement of the trailing vehicle is dependent upon the distance of the closing vehicle from the primary vehicle.

7. (Cancelled)

8. (Currently Amended) The method as defined by claim 2 wherein said ~~predetermined pattern indicative of particular driving maneuver comprise~~ vehicle transmission setting change maneuver comprises a speed variation pattern indicative of a maneuver returning to travel after a period of being stopped.

9. (Currently amended) The method as defined by claim 8 wherein said speed variation pattern comprises a pattern including

a transition of a primary vehicle gear selector from a "Park" or "Neutral" position to a "Drive" position.

10. (Original) The method as defined by claim 2 wherein said predetermined status of one or more parameters of the state of movement of the closing vehicle comprise a status selected from the group of exceeding a maximum closing vehicle speed, exceeding a maximum difference in speed between the primary vehicle and the closing vehicle, failing to meet a minimum range from the primary vehicle to the closing vehicle, and failing to meet a minimum time to collision.

11. (Original) The method as defined by claim 2 wherein said primary vehicle is selected from the group of a police cruiser, a highway patrol vehicle, a law enforcement vehicle, an ambulance, a fire response vehicle, a maintenance vehicle, and a utility vehicle.

12. (Original) The method as defined by claim 2 wherein said step of determining the pattern of speed variations of the primary vehicle during a predetermined time interval is performed by a police radar unit.

13. (Original) The method as defined by claim 2 wherein said step of determining the state of the transmission of the primary vehicle during said predetermined time interval is performed by a police radar unit.

14. (Original) The method as defined by claim 2 wherein said step of determining one or more parameters about the state of the movement of the closing vehicle is performed by a police radar unit.

15. (Original) The method as defined by claim 2 wherein said step of generating an alert to the operator of the primary vehicle comprises generating an alert via a police radar unit user interface.

16. (Original) The method as defined by claim 15 wherein said step of generating an alert via a police radar unit user interface comprises a step selected from the group of issuing an audible signal; issuing a visual indicator, and issuing both an audible signal and a visual indicator.

17. (Withdrawn & Cancelled)
18. (Withdrawn & Cancelled)
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37. (New) A method of warning the operator of a primary vehicle about the potential collision of a closing vehicle with the primary vehicle, the closing vehicle proceeding in the same direction as the primary vehicle, said method comprising:

(a) determining the presence of a vehicle transmission setting change maneuver by monitoring the primary vehicle for a transition of a primary vehicle gear selector from a "Park" or "Neutral" position to a "Drive" position;

(b) determining one or more parameters about the state of movement of the closing vehicle; and

(c) generating an alert to the operator of the primary vehicle when the presence of the vehicle transmission setting change maneuver of the primary vehicle and the one or more parameters of the closing vehicle are at a predetermined status.